

	<h1 style="text-align: center;">NEW Clarion</h1> <h2 style="text-align: center;">SAM 1066 newsletter</h2>	Issue 9.1
		September 2008

Affiliated to the  - Club No. 2548

SAM 1066 WEBSITE — WWW.SAM1066.ORG

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EDITORIAL

Sincere thanks go to all those people who have contributed reports and photographs for this edition. Unfortunately there are a number of gaps, but as I know from personal experience it is very difficult to participate and also manage to keep track of the event as a whole (we need a roving reporter - any volunteers?).

Special thanks to Peter Michel who, as usual, keyed-in the results in double quick time.

After the very poor weather conditions that have bedeviled most of this seasons flying meetings, the three days at Middle Wallop were OK. Saturday was the best day, but at no time were conditions unflyable. I found it difficult to judge the air, especially on Sunday. There was strong lift around at times, but equally some serious sink as well.

My involvement was the usual mixed bag. I entered two events on each day and thoroughly enjoyed three days of flying activity.

Personally my weekend didn't go quite as planned (nothing new there then!). I had planned to fly in 8 oz Wakefield, but when the Club Classic event was switched to Sunday, this meant the there were three events on the same day that I would normally enter (Large Vintage, 8 oz Wake, Club Classic). Experience has taught me that (except in very exceptionally calm conditions) trying to fly in more than two events isn't practical (unless your name happens to be Andrew Longhurst!).

Chris Strachan comments, in his Large Rubber report, "Only six entries and three designs. My own feeling is that the high performance of the Lanzo



and the Challenger combined with the early fly-offs at this meeting make people reluctant to fly the class".

As there were 12 entries last year and only 6 this, I suspect that the problem may be more one of having too many events on one day. If the Club Classic (an undeniably very popular class) is to remain a Sunday event, then perhaps the Large Rubber class should be flown on Monday.

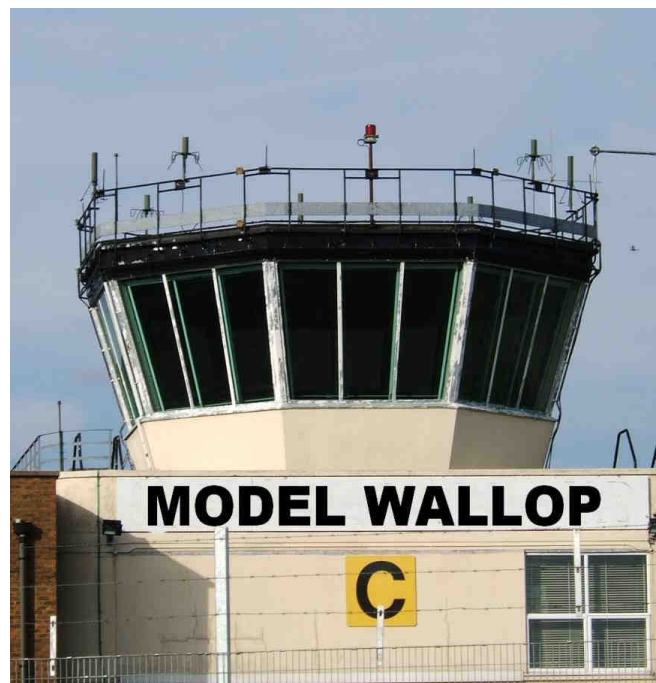
Everyone I spoke to seemed to be having a great time as usual and as I walked up and down the long line of cars (in some places three deep) I was amazed at the wide selection of designs on display, most of which were being regularly flown.



The innovation of a Sunday hog roast seemed to be very well received and provided a focus for the rather elongated flight line, which stretched a long way either side of the control tents, due to the slightly unpredictable wind direction.

I'm sure you will all join me in expressing sincere thanks to Mike Parker and his family, John Thompson and all the many helpers who contributed to such a memorable three days. An enormous amount of behind the scenes planning and preparation went on to ensure that we could just turn up and fly.

To round off the weekend I was very pleasantly surprised to be awarded the Charles Havis Trophy for my meager efforts with the newsletter. This trophy was first presented in 1981 and is adorned with many famous names from the Vintage aeromodelling movement.



SAM 1066 CHAMPIONSHIPS

23-25th AUGUST 2008

SATURDAY

PRE-4oz WAKEFIELD

NO REPORT AVAILABLE

Results:

Pre-4oz Wakefield. (Max, 2min.)

1.- J.Northrop (Feinberg), 5.32; 2.- K.Horry (Gordon Light), 5.25; 3.- R.Kimber (Kummer), 4.51; 4.- P.Jackson (Feinberg).

FLIGHT CUP - By Chris Strachan

Saturday was the best flying day this year - at least until fly-off time when there was a conspicuous lack of lift (just look at the times in Small Vintage Rubber). However the Flight Cup competitors avoided this problem by contriving that only one person maxed out.

Congratulations to John Knight on a day when I would have expected several to succeed. School report for the rest - must try harder!

Results:

Flight Cup. (Max, 2-1/2 min.)

1.- J.Knight (Percy), 7.30; 2.- E.Challis (Korda C), 7.17; 3.- J.Wingate (Bell Lightweight), 7.10; 4.- M.Sanderson (Warring Lightweight), 7.08; Joint 5.- D.Beales (Torpedo), J.Minshull (M.Farthing), 7.03; 7.- J.Northrop (Bell Lightweight), 7.02; 8.- P.Jackson (Northern Star), 6.33; 9.- P.Michel (Percy), 6.21; 10. T.Hall (Smith Mulvihill), 5.57; 11.- G.Cutting (M.Farthing), 4.14; 12.- V.Willson (George Reich's Stick), 2.29; 13.- B ? (Illegible), (Mercury), 2.28; 14.- R.Kimber (Thermalier), 1.36.

SMALL VINTAGE RUBBER - *By Vic Willson*

Unfortunately, due to flying in this event and the Flight Cup, I didn't witness much of this very popular event. However, this year the Hepcat, designed by John Barker, emerged victorious from a large entry (34 - down from 42 last year), beating a wide variety of other designs. Six competitors maxed out and flew-off. The top five places were all achieved with different designs.



Senators were easily the most popular choice (some Spencer Willis products here perhaps?), the RAFF V seems to be out of favour and no Pinocchios or Scrams this time.

Peter Hall with Dinah-Mite - finished 2nd

For those of you who like statistics the breakdown of entries was as follows:

Senator - 9, Hep Cat - 6, Buckeridge - 3, Gollywock - 2, Parham - 2, Skyrocket - 2, Bazooka - 1, Cat's Whisker - 1, Collector - 1, Dinah-Mite - 1, FA Moth - 1, Phony Tony - 1, RAFF V - 1, Vargowock - 1, Walthew - 1

Results:

Small Vintage Rubber. (Max 2-1/2min.)

1.- J.Foster (Hepcat), 7.30 + 3.12; 2.- P.Hall (Dinah-Mite), 7.30 + 2.40; 3.- C.Chapman (Senator), 7.30 + 2.29; 4.- M.Howick (Bazooka), 7.30 + 2.09; 5.- C.Strachan (Buckeridge), 7.30 + 2.06; 6.- R.Tiller (Senator), 7.30 + 2.03; 7.- K.Bates (Collector), 7.14; 8.- J.Barton (Vargowock), 7.13; 9.- J.Taylor (Golliwock), 7.12; 10.- J.White (Parham), 7.11; 11.- T.Rushby (Skyrocket), 7.10; 12.- D.Wright (Parham), 7.05; 13.- G.Manion (Senator), 7.03; 14.- K.Taylor (Senator), 7.02; 15.- J.Oulds (Hepcat), 6.55; 16.- M.Sanderson (RAFF V), 6.54; 17.- J.Lancaster (Senator), 6.46; 18.- B.Cleasby (Hepcat), 6.38; 19.- S.Fielding (Senator), 6.35; 20.- R.Hope (Phony Tony), 6.33; 21.- V.Willson (Buckeridge), 6.28; 22.- T.Thorn (Skyrocket), 6.23; 23.- J.Andrews (Hepcat), 5.50; 24.- G.Cutting (Walthew), 5.17; 25.- T.McLaughlin (? , Illegible), 4.38; 26.- B.Taylor (Senator), 4.26; 27.- M.Pike (Cat's Whisker), 4.11; 28.- D.Truluck (Senator), 4.01; 29.- A.Train (Moth), 2.55; Joint 30.- J.Ellison (Golliwock), K.Miller (Hepcat), 2.30; 32.- E.Tyson (Buckeridge), 2.00; 33.- R.Marking (Hepcat), 1.34; 34.- P.Norman (Senator), 1.05.

OPEN VINTAGE GLIDER - UP TO 50in. SPAN

NO REPORT AVAILABLE

Results:

Open Vintage Glider up to 50in. (Max, 2-1/2min.)

1.- V.Driscoll (Nord), 7.30; 2.- K.Burt (Nord), 7.25; 3.- P.Dickson (Nord), 7.01; 4.- B.Taylor (Roma), 6.58; 5.- R.Woodruffe (Gili-Hatchet), 5.58; 6.- D.Brawn, (Lulu), 5.26; 7.- T.Hall (Lulu), 5.15; 8.- J.Howick (Lulu), 5.07; 9.- P.Tomlinson (Mygga), 4.56; 10.- I.Wilkinson (Nord), 4.39; 11.- D.Twomey (Leprechaun), 4.33; 12.- D.Etherton (Leprechaun), 3.56; 13.- N.Farley (Nord), 3.05; 14.- D.Cox (Crookham), 2.29; 15.- D.Truluck (Lulu), 1.45; 16.- T.Thorn (Sunnanvind), 1.33; 17.- K.Taylor (Lulu), 1.17.

Radislav Rybak Glider (Max, 2-1/2min.)

1.- R.Marking (Seraph), 7.12; 2.- R.Sabey (Seraph), 5.52; 3.- D.Etherton (Corsair), 6.26; Joint 4.- K.Bates (Seraph), J.Arnett (Marauder), 5.51; 6.- T.Clark (Seraph), 5.40; 7.- P.Tomlinson (Hyperion), 5.17; 8.- T.King (Revenge), 5.01; 9.- P.Michel (AH-24), 4.42; 10.- D.Beales (Marcus), 2.58; 11.- G.Beal (Viking), 1.28; 12.- K.Burt (Satu), 1.14

MAXWELL BASSETT TROPHY - By John Down

As it turned out Saturday was the best flying day of the whole meeting, weatherwise. It seemed to me that there were fewer fliers out on this day flying spark ignition powered models than in previous years, this was reflected in the low entry of 5, of which 2 were by the same contestant.

The winner, myself flew an Alert with an O&R 29, second was Paul Libster with a Playboy Senior, and third was Keith Simmonds with a Buzzard Bombshell powered by a K&B 49. Keith had also entered a Power House which he did not have enough time left to fly. the same applied to John Mayes who could not get the O&R 60 in his Newruler started in time to fly.

This is at the present the only spark ignition event on the contest calendar if we do not get more interest we may lose this one, just like we lost the Texaco event this year.

Results:

Maxwell Bassett Trophy (20sec engine run 2.30 max 3 flights)

1.- J.Downs (Alert) 5:40; 2- P.Libster (Playboy Senior) 5:30; 3- K.Simmons (Buzzard Bombshell) 4:40

EARL STAHL SCALE RUBBER - *By Lindsey Smith*

Earl Stahl Low and High Wing



There was a slightly better turnout for this event than last year, but we could do with more entries. It is a good possibility as a reasonably built model with a bit of effort on decoration and simple documentation could be also entered in the Scale event. So lets be having a few more models and faces next year.

I appear in the group photo with my Mig3 and Rearwin Speedster but did not enter as I was CD and there were enough entrants to make a competition in each class.

High Wing was flown first and it was nice to see Gordon May's Skyfarer, a type not often seen, though it did not fare as well as the T crafts and Rearwins of the rest of the field. Roy Tiller's

T'craft was top in the first round, with a time of 1:49, John Knight's Interstate Cadet made a superb 2:14 in the second round, and the third place in the fly-off went to Nick Pepiatt's Rearwin which made the third longest flight of 0:77. The fly-off was slightly unfortunate in that the lowest time was John Knight with 1:09, but although Roy Tiller's posted time was 1:22 and Nick's was 1:28, several independent eyewitnesses saw Roy's model hit the earth several seconds after Nick's. So after some amicable discussion and comparison of stopwatches, first place went to Roy.

Fortunately no such dispute occurred in Low wing won by Kieth Horry's venerable Mustang with flights of 1:04, 1:23 and 0:65 in the Fly off Roy Tiller's Magister was second with 1:02 and 1:00 in the fly off and John Knight's Magister was third, the field of four being made up with another Magister by John Ralph.



Results:

High Wing:

1.- R.Tiller (Taylorcraft), 1.22; 2.- N.Peppiatt (Rearwin), 1.28; 3.- J.Knight (Interstate Cadet), 1.09

Low Wing:

1.- K.Horry (Mustang), 65; 2.- R.Tiller (Magister), 60; 3.- J.Knight (Magister), 12.

SUNDAY

8oz WAKEFIELD - By Chris Strachan

Twenty two was a pleasing entry and it was an interesting distribution of models.

Fourteen different designs with the Korda most popular with six entered. The two killer designs of previous years were thinly represented with only two Horry's (but both of them in the fly-off) and no Yankee IV's in sight.

8oz Wakes are quite difficult and the turbulence on Sunday made air picking difficult. Funny how those 4 minute models can so easily manage to get back on the ground in less than 2.30 given a bit of a disturbed climb and poor air. Well done to Ron Marking with the Fullarton - and you beat both of those Horry's!

Talking of difficult 8oz Wakes, what about those Jaguars? Well done Peter Tomlinson, certainly not an easy aeroplane in spite of its world champion history.



Spencer Willis with his second place Horry

Results:

8oz Wakefield. (Max, 2-1/2min.)

1.-R.Marking (Fullarton), 7.30 + 2.27; 2.- S.Willis (Horry), 7.30 + 2.04; 3.- R.Oldridge (Horry), 7.30 + 1.52; 4.- R.Biddlecombe (Contestor), 7.27; 5.- S.Fielding (Korda), 6.48; 6.- J.Watson (Red Rumpus), 6.45; 7.- M.Sanderson (VooDoo), 6.43; 8.- C.Chapman (Contestor), 6.37; 9.- A.Beales (Surprise), 6.35; 10.- P.Brown (Korda), 6.12; Joint 11.- P.Jackson (Flying Wake), John Knight (Knight 1950), 6.03; 13.- M.Marshall (Korda), 5.59; 14.- R.Elliott (Lanzo Classic), 5.17; 15.- B.Cleasby (Korda), 5.00; 16.- R.Hope (Korda), 4.52; 17.- K.Palmer (Ellila), 4.22; 18.- D.Beales (Simon), 4.10; 19.- P.Tomlinson (Jaguar), 4.06; 20.- A.Longhurst (Oberon), 2.30; 21.- M.Howick (Korda), 1.56; 22.- J.Arnold (Jaguar), 1.39. Jaguar Trophy: Peter Tomlinson.

LARGE VINTAGE RUBBER - By Chris Strachan

Only six entries and three designs. My own feeling is that the high performance of the Lanzo and the Challenger combined with the early fly-offs at this meeting make people reluctant to fly the class. Having said that we did not need to worry this year as the difficulty of air picking (*I'll second that - Ed.*) led to only two in the fly-off and their times were hardly sensational!

Congratulations to Dennis Davitt who, as the Americans would say, "had what it took on the day". Also well done to Keith Palmer with the Golden Eagle. The flying of models like that is one of the things that makes the SAM Champs special. I came across it down wind on one retrieve, sitting on the straw in a harvested corn field looking just like its namesake on its nest. Great stuff!



Results:

Large Rubber. (Max, 2-1/2min.)

- 1.- D.Davitt (Lanzo), 7.30 + 3.31;
- 2.- V.Willson (Lanzo), 7.30 + 2.57;
- 3.- K.Taylor (Challenger), 7.18;
- 4.- K.Palmer (Golden Eagle), 6.11;
- 5.- G.Ferer (Bienenstein Challenger), 5.00;
- 6.- G.Kent (Lanzo), 4.46

Dennis Davit launches for the winning flight

CLASSIC POWER - By George Fuller



The weather was dull but quite flyable. The max. was set at 2:30, which kept the models on the airfield, but still provided a reasonable test for the competitors.

Two models stood out in performance. The fastest climbing being John Thompson's Jay's Bird, powered by an up to date Nelson 15.

This model goes so high in 12 seconds, it would hold its own with today's modern designs! However, John got a little complacent and DT'd early on his second flight and gave up.

Richard Wykes's BEATNIK

The worthy winner was Richard Wykes, having travelled down from Manchester, flying Jim Baguley's design - Beatnik.

Second was John Mayes from Bristol, flying his John Gorham Contender and third came Tony Hall from Walsall with a Dave Posner Dream Weaver..

Results:

Classic Power. Ron Kenward Trophy. (Max 2-1/2min.)

- 1.- R.Wykes (Beatnik), 6.59;
- 2.- J.Mayes (Contender), 6.25;
- 3.- T.Hall (Dream Weaver), 6.15;
- 4.- J.Thompson (Jay's Bird), 4.54;
- 5.- C.Shepherd (Y-bar), 4.04;
- 6.- T.McLaughlin (Jay's Bird), 3.44;
- 7.- B.Taylor (Calypso), 2.30.

BOURNEMOUTH CLUB CLASSIC RUBBER - *by Martyn Pressnell*



Chris Strachan with winning Mercury Mentor



Jim Arnott second with Urchin

This year the event was moved to Sunday which proved popular, attracting 19 entries, one of the biggest for the event. Flown as a part of the SAM 1066 European Championships, record numbers were in attendance. Although not as sunny as Saturday, the weather was very flyable using a 2.30 minutes maximum. Wind from the South West gathered strength during the day, with overcast skies brightening in the afternoon with some strong thermals. Some flights were badly affected by turbulence from upwind trees and a general gustiness in the wind.

The event was decisively won by Chris Strachan flying to his usual very high standard with a brightly coloured Mercury Mentor. In second place Jim Arnott used an Urchin, having treed and damaged his favourite Winding Boy in practice. In third place was last year's winner Andrew Longhurst with another Urchin.

Indeed Urchin was the favourite model with five examples all in the top end of the table. Mentors have become popular this year with four in evidence including first place. The earlier favourite Last Resort still attracted four examples but they are found at the bottom of the rankings. The Marcus and the Boxall both previous favourites have dropped away, to be joined by the sole Yardstick entry.

It was a little surprising that only four qualified to fly-off, but this was mirrored in the other events, I think brought about by the level of turbulence rather than the distance flown. Also seven failed to make three flights for the same reasons.

My task as CD was very straightforward and I do thank all who troubled to support the event. This enabled me to partake in the pig roast provided by

SAM 1066, a very welcome gesture, as seen below. The next big Bournemouth Club Classic Rubber event will be at the Bournemouth Rally, Middle Wallop, Easter 2009.

Results:

Bournemouth Club Classic. (Max, 2-1/2min.)

1.- C.Strachan (Mentor), 7.30 + 4.10; 2.- J.Arnott (Urchin), 7.30 + 3.07; 3.- A.Longhurst (Urchin), 7.30 + 2.22; 4.- R.Biddlecombe (Urchin), 7.30; 5.- D.Truluck (Tripstick), 7.29; 6.- V.Willson (Urchin), 7.28; 7.- J.Foster (Urchin), 7.11; 8.- T.Rushby (Mentor), 6.40; 9.- J.Lancaster (Mentor), 6.07; 10.- J.Minishull (Boxall), 5.47; 11.- B.Taylor (Yardstick); 12.- P.Jackson (Marcus Lightweight), 5.14; 13.- J.Taylor (Last Resort), 5.00; 14.- C.Chapman (Last Resort), 2.30.

Non-scoring entrants:

*L Barr Tripstick, M Pressnell Last Resort, B Stichbury Mentor,
T Tyson Last Resort, S Willis Marcus,
The pig.*



John Minshull launching his Boxall



John Taylor with Last Resort

OPEN GLIDER - OVER 50in

NO REPORT AVAILABLE



Results:

Open Vintage Glider, over 50in. (Max, 2min.)

1.- G.Smith (Hyperion), 6.00; 2.- J.Howick (Chief), 5.59; 3.- T.King (Av-46);
4.- V.Driscoll (Odenman), 5.13; 5.- P.Tomlinson (Hyperion), 4.54; 6.-
D.Twomey (Snoek), 4.52; 7.- K.Bates (Josh Marshall), 4.45; 8.- G.Beal
(Doverian), 1.28; 9.-J.Taylor (Orion), 0.47.

JIMMIE ALLEN MASS LAUNCH - By Roy Tiller

Seven competitors entered for the Jimmie Allen Mass Launch Competition. The JA Special was the most popular model with four entries followed by the Skokie with three entries. Six flyers, with their models, assembled for the group photo at 12 noon. Chris Strachan was out retrieving, but with the photos taken and with a short delay until 12.15p.m., Chris returned and all the models got away in the dry but windy conditions. Skokies took the first two places followed by two JA Specials in third and fourth places.

Chris Strachan says that his winning Skokie was built from an Easy Built Kit and weighs 55grms without the rubber. He uses 6 strands of 1/8th rubber 32inches long, yes! 32inches long, that is over twice the distance between hooks. The motor is pretensioned and will take about 1600 turns to give a 70 second motor run driving the Igra 9 1/2 inch plastic prop which has been cut down to 8 1/4 inch diameter. Chris also uses a very long motor in his under 25 inch Fledgling to good affect, so it looks like a very long motor is the way to go.

Thank you to all who entered and it was especially pleasing to see two ladies amongst the entrants, one of whom made third place.

Do join us next year for an enjoyable one flight competition.



T.Horsey L.Smith B.Tiller A.Stevens T.Stevens R.Tiller



Ann Stevens with J A Special

Results:

Jimmie Allen Mass Launch. (Max, 2-1/2min.)

1.- C.Strachan (Skokie), 1.24; 2.- R.Tiller (Skokie), 0.58; 3.- Barbara Tiller (J A Special), 0.42; 4.- E.Horsey (J A Special), 0.28; 5.- L.Smith (Skokie), 0.26; 6.- E.Stevens (J A Special), 0.22; 7.- Anne Stevens (J A Special), 0.12.

WIRELESS ASSIST and CONTROL LINE - *By Tony Tomlin*

On Sunday 24th August, during the three day SAM 1066 Eurochamps meeting at Middle Wallop, Sam 35 ran a wireless assist and a control line meeting, [and also courtesy of the Army Air Corps MAC]. The day got off to a poor start with rain. This made setting up the site, with the transmitter control tent and putting up the necessary barrier tapes for car parking and flight line safety etc., an unenviable job. Thanks to the efforts of all present, this was carried out rapidly and as if by magic the rain stopped!

Radio Assist

The radio meeting was for any type of Vintage R/C aircraft and included the eighth round of the popular series for the Mills .75 powered, 36" Vic Smeed Tomboys [Tomboy3]. It also included a competition for the Tomboy scaled up by 1/3rd by David Boddington and called the Tomboy Senior, [48" span, a slight reduction in dihedral being the only noticeable change and powered by the Mills 1.3].

Pam Tomlin and Jane Robinson in the transmitter control tent were kept busy during the day as 38 fliers signed on with a total of 65 models. These ranged from the largest, a twice size Mercury Aeronca Sedan, flown by Tom Airey and built by Phil Smith, [who was on hand to see it fly], to the smallest, a Sharkface flown by Colin Hutchinson. Ten Junior/Super 60s were seen as was the Laser diesel powered Majestic Major of Nick Skyrme. Sam 35 Chairman, John Huntley was seen flying his Quaker flash. The Miles Kestrel of John Ralph looked nice in flight as did the Alex J Barker, 1938 designed, BB, from Australia, flown by Ian Andrews. The most popular model present was the Vick Smeed Tomboy with seventeen 36" Tomboys and eight 48" Tomboy Seniors.

Tomboy 3s



The Tomboy 3 competition was very well supported with fliers having to achieve two maxes in preliminary flights and land in a designated area to reach the mass launch fly off. [The max was set at 3mins 30secs due to the wet weather conditions at the start of the day]. As soon as the flying started the weather improved and all who entered made the fly off!

13 models lined up for the fly off with all the regulars present and three new entrants for 2008, Brian Brundell from the North Wilts club, John Strutt from Canvey Island MFC and Andrew Boddington from Reading.

Nick Skyrme was the starter and, as before, fliers were allowed 90 seconds to start their engines followed by a 10 second countdown launching when the 10 second warning board was rapidly lowered. The wind, which had been

measured at 10-12 mph immediately before the 90 second countdown, gusted at an estimated 20mph as the models were launched. John Wingate was down very quickly, having unfortunately launched with his engine running backwards, followed by Tony Tomlin, who descended with an elevator problem. James Parry was totally out of luck having made the fly off with minutes to spare and now grounded, as his engine would only start backwards.

Chris Hague was the next down with John Strutt, Stephen Powell and Andrew Boddington having difficulty penetrating the gusty wind. Andrew shortly afterwards had his flight terminated by a tree after drifting behind the rear flying area line!

At around 2 minutes the air became silent as the Mills engines used the last drop from their 3cc tanks. Tom Airey and David Boddington were highest, with Paul Netton close in only his second meeting. With only six models now still in contention, the next down was Peter Rose, followed 3 seconds later by Brian Brundell at 2mins 28 secs and Dave Stock at 2mins 47secs. The models of John Strutt and Stephen Powell had now drifted behind the rear flying area line and were disqualified.

Paul Netton landed at 4minutes dead to claim 3rd place, with David Boddington down 55 seconds later giving Tom Airey victory at 6mins 40 secs. All agreed that although this had probably been one of the shortest fly offs to date. It certainly did not lack excitement.

Tomboy Senior

After the excitement of the Tomboy3 fly off the six competitors in the Tomboy Seniors were hoping for better conditions for their fly off. In the last hour, the wind had reduced and was now a steady 8 - 10mph. David Boddington, Tony Tomlin and Tom Airey were all flying models which had previously flown in competition. Stephen Powell, John Strutt and Colin Shepherd were having their first attempt at Tomboy Senior.

James Parry was the starter at this event and soon after he raised the 90second start up board all engines were running. With around 30seconds to the launch, the engine 'Gremlins' arrived, John Strutt's engine stopped dead and Tony Tomlin's engine started to lose power. As the seconds ticked away John managed to get his engine to run and Tony's had improved but was still down on revs.

The launch was an anticlimax, all six models getting cleanly away and climbing in near formation. John Strutt was lowest and soon to land, at 2mins 52secs, after his engine stopped first. Colin Shepherd was next to land, at 10seconds under 5minutes, and Stephen Powell, who had his engine set on the rich side, landed at 5mins 1sec. The remaining three climbed away, David Boddington a good deal higher, after careful engine tweaking gave him a longer engine run and Tom Airey and Tony Tomlin were very close. Tom beat Tony for 2nd place on the final turn with an 8 second advantage and a smiling David gently descended, landing just under 2 minutes after Tom. It was thought that the Tomboy Senior class has a great future, due to its larger size being easier on the eyes at altitude and because it has proved to have a better glide.

A light hearted prize giving followed with the awards being handed out by Jane Robinson.

Control Line

James Parry had laid out a circle for the control line fliers but unfortunately, with the gusty wind, conditions were far from ideal. John Huntley flew his Fancy Pants, Stan Robinson flew an F2b model and Colin Hutchinson was seen circulating with a Peacemaker. Many other control line models were seen in the backs of cars but were not flown due to the conditions. The control line fliers present were very enthusiastic and all agreed they would really like this meeting to take place again next year [or more often if possible]. It was felt that it is an ideal way of getting all the control fliers to meet and have a good days flying together and since the meeting James Parry has had four phone calls reiterating the above.

Many thanks must go to Mike Parker and friends for arranging this meeting.

ELECTRIC POWER PRECISION

NO REPORT AVAILABLE

Results:

Electric Power Precision

1.- R.Tiller (model?), 1; 2.- K.Bates (Piper Cub), 4; 3.- E.Horsey (Bitsa), 7

FLOAT PLANES AND FLYING BOATS - By John White

It was great to see the floatplanes and flying boats rising off the water once again, although the number of entries was small but select. There were some fine flights of over a minute even though the respective maxes for the two classes were never reached.



I felt rather guilty about the narrowness of the pool, but a larger circular one would have been far too expensive for me at the time.

Tribute must be paid to the station fire brigade who not only inflated it but filled it with many gallons of water. I must also congratulate the 1066 officials, such as Mike Parker and John Thompson, who were able to forecast the general wind direction for the rest of the day and managed to align the pool accordingly before the firemen did their stuff.

I think the rules could be changed for next year, with each competitor being allowed up to 3 false starts for each flight and up to 3 entries in any one class, using a different model each time. I shall need to negotiate with the management to enable them to do that without involving extra entry fees. My hope is to see as many as possible water planes flying on the day.

Once again, many thanks chaps for so sportingly risking your models taking off from that rather narrow pool. Sorry I couldn't manage to get Danson Park Lake transported to Middle Wallop!

Results:

Float Planes. (Max, 2min.)

1.- J.Ellison (Copland 4oz.); 2.- R.Oldridge (Percy III), 0.55; 3.- G.Cutting (Wren), 0.47.

Flying Boats



Tony Thorn's Water Sprite on the stooge



Away she goes

Results:

Flying Boats. (Max, 2min.)

1.- M.Rainer (GB2), 2.30; T.Thorn (Water Sprite); 1.00;

MONDAY

4oz WAKEFIELD

NO REPORT AVAILABLE

Results:

4oz. Wakefield. (Max, 2min.)

1.- P.Jackson (Copland 36), 6.00; 2.- J.Wingate (Northern Arrow), 5.56; 3.- Bob Taylor (Copland 36), 5.45; 4.- M.Marshall (Lanzo Duplex), 5.23; 5.- J.Knight (Jeffery), 5.08; 6.- V.Willson (Copland 36), 4.05; 7.- J.Minshull (Copland 36), 4.00; 8.- C.Chapman (Lanzo Duplex), 2.28; 9.- J.White (Copland 36), 1.40.

UNDER 25" VINTAGE RUBBER

NO REPORT AVAILABLE



Peter Jackson with VERON Fledgling

Results:**Under-25in. Rubber. (Max, 1.5min., 1st and 2nd flts; 3^d unlimited)**

1.- D.Davitt (Fledgling), 5.16; 2.- M.Sanderson (Frog Goblin), 5.08; 3.- K.Horry (Micron), 4.44; 4.- R.Tiller (Fledgling), 4.32; 5.- P.Jackson (Flegling), 3.58; 6.- ? Russell (Micron), 3.52; 7.- A.Train (Achilles), 3.27; 8.- C.Strachan (Fledgling), 3.21; 9.- K.Bates (Achilles), 3.17; 10.- I.Train (Achilles), 1.57; 11.- P.Thomlinson (Fledgling), 1.38; 12.- A.Duncan (Skylark), 0.49.

VINTAGE COUPE - By Ed Bennett

Surprisingly, the weather was flyable with eight eighths high cloud and the wind blowing down the length of the field at 10-15 mph. Temps were comfortable, the customary "brass monkeys" seemed to have gone on their holidays.

Unfortunately we were located in the NW corner of the field in what has been described as "Turbulence central". Gliders on a 75 metre line and high climbing power models were not so affected but for your Coupe it was a problem. There was lift to be had plus the complimentary areas of sink.

All this being said, it was not surprising that no one produced a full house. Closest was the ultimate winner, Chris Chapman, using a Fuit 3. He commenced in fine style by pulling through a little too much fuse and producing a flight which I am given to understand exceeded three minutes.

Most of those I saw launch did so relatively close to control. I wonder if the result would have been different if every one had gone down wind a hundred yards or so before launching. The models of choice appeared to be Fuit3, Etienvre or Bagatelle. It was good to see Ted and Sally Challis competing.

Results:**Vintage Coupe d'Hiver (Max, 2min.)**

1.- C.Chapman (Fuit), 5.37; 2.- J.Oulds (Fuit), 5.15; 3.- N.Peppiatt (model?), 5.10; 4.- G.Manion (Etienvre), 5.07; 5.- G.Ferer (Bagatelle), 4.45; 6.- E.Challis (Lo Zigolo), 4.38; 7.- P.Tolhurst (Etienvre), 4.22; 8.- R.Kimber (Bagatelle), 4.06; 9.- A.Shepherd (Etienvre), 4.01; 10.- T.Hall (Etienvre), 3.49; 11.- J.White (Etienvre), 3.41; 12.- V.Willson (Etienvre), 3.37.

CLASSIC GLIDER (Max, 1.30)**NO REPORT AVAILABLE**

1.- D.Truluck (Inchworm), 4.30 + 3.18; 2.- P.Michel (Helios), 4.30 + 2.06; 3.- J.Arnett (Inchworm), 4.30 + 1.57; 4.- K.Taylor (Caprice), 4.30 + 1.38; 5.- K.Bates (Seraph), 4.30 + 1.00; 6.- I.Wilkinson (Inchworm), 4.25; 7.- G.Beal (Optimist), 4.17; 8.- J.Foster (Sans Egal), 4.09; 9.- R.Sabey (Inchworm),

4.08; 10.- M.Howick (Quickie), 3.58; 11.- T.King (Revenge), 3.57; 12.- C.Hutchinson (Caprice), 3.55; 13.- T.McLaughlin (Vortex), 3.38; 14.- P.Tomlinson (Landulette), 2.15; 15.- J.Howick (Sans Egal), 2.06; 16.- V.Driscoll (Flamingo), 1.26.

UNORTHODOX GLIDER (Max, 1.30)

NO REPORT AVAILABLE

1, K.Bates (RFLG 53), 1.21.

OPEN VINTAGE POWER - By John Thompson

A touch of wind dictated a 2 minute max ,so as to avoid the uncut crops (surprise, surprise, rain as if we did not know, had delayed the cropping). Conditions looked easy but Richard Wykes, the only one to max out, made 2.03 to the ground on his second max; this from a height of some 700 feet after the allotted 15 secs engine run with his Flying Pencil. That's a sink rate of 5.5 feet per second .Mind you some one did better see later .

John Leitch with his trusty Civvy Boy 62 powered by a vintage McCoy 19, which pulled the model up well. Heavens knows how high they used to go in the old days with 20 sec plus runs and new engines.

John Downs was third with an Alert, a 1942 designed model, I've often considered building one myself, it being in my opinion a simplified Zipper. It's very popular in the US for radio work.

I have to mention the youngest competitor Tony Shepherd (4th), ,who with a rush of blood to the head, so as to give the older folk a chance, very successfully DT'd his Le Timide down early for a flight well under a minute. Ah well there is always next year Tony. That may not be the case with some of us! (We're all doomed - Ed).

Results: (Max, 2min)

1.- Richard Wykes (Flying Pencil), 6.00; 2.- J.Leitch (Civvy Boy), 4.50; 3.- J.Doun (Alert), 4.39; 4.- A.Shepherd (Le Timide), 4.38

A-FRAME MASS LAUNCH - *By Peter Michel*

Only six entries this year, the field being reduced to five when John Taylor broke a skein in the final stages of winding. Three of the five bettered two-and-a-half minutes, quite an achievement in the very unhelpful conditions.



Winner Tony Hall's model (name unrecorded, but thought to be a Burnham) showed just what A-frames are capable of with a fine flight of 3:51, the model vanishing into distant haze.

There was a genuine vintage touch to the mass launch in that the handbell

wielded by the "3-2-1-Go" man, Peter Michel, was from his old elementary school back in the 1930s.

Results:

- 1.- Tony Hall (model?), 3:51; 2.- Roy Tiller (Burnham), 2:42; 3.- Tony Thorn (Burnham), 2:37; 4.- Tony Brown (Peg 54), 0:28; 5.- Martin Ambrose (Grant), 0:00.



THE MIDDLE WALLOP BOWL - *By Lindsey Smith*



The innovative Rubber Scale event to Flying Aces rules which took the place of the Masfield rules for The Wallop Bowl was slightly spoiled by the weather, high winds and scale models don't mix! There were 9 entries, and I was very lucky to have the assistance of Pete Smart and Mike Stuart as Judges. Only 5 of the entries flew and the winner was Chris Strachan with a KK Ercoupe, the documentation for which

included a photo of the aircraft he had modelled taking part in JATO experiments, so he got a bonus point for the jet orifice on the model which was shown in the photo. Hopefully the weather next year will be more conducive to scale flight. The photo of the Scale scoreboard also shows Pete Smart's superb Beriev twin engined flying boat, which unfortunately was one of the non-fliers.

Results:

1,- C.Strachan (Ercoupe); 2.- M.Stuart (model?) 3.- Lindsey Smith (FW 190)

CONCOURS d'ELEGANCE - By George Fuller



This was a new event for this year. Regretfully the weather was a little windy and the area laid out for the display of entries had to be moved into the shelter of the control tents. However, the judges - Brian Twomey, myself, and Lindsey Smith - found the entries were quite rewarding and I'm sure that if the conditions had been calm and sunny there would have been many more models. However there were 9 entries in Scale and 12 in non-Scale.

The competition was judged in two classes - Scale and non-Scale. The Scale class was won by Stuart Taylor's beautiful little Pfalz DXII biplane and the non-Scale by a very well built, rubber powered flying boat, by Malcolm Rainer.

Judges conferring

All the entries were of a high standard and it was difficult for the judges to decide just which was most outstanding.



Results:

Non-Scale: 1 - Malcolm Rainer (Rainer flying boat, rubber); 2 - Andy Brough (Miss Charlot, power); Eric Haselum (Cleo, rubber)

Scale: 1 - Stuart Taylor (Pfalz D XII, rubber), 2 - Steve Bage (Bell X1e); 3 - John Ralph (Miles Kestrel, electric)

TWO WINDY DAYS AT BARKSTON - by John Andrews

I was really looking forward to the Timperley Gala weekend 16th/17th August, during the preceding week I went through my box of rubber motors, lubricating re-stranding and renewing.



I keep six 50gm motors for BMFA Rubber, two ($12 \times \frac{1}{4}$), & two ($16 \times \frac{3}{16}$) for models 'O-3' & '36-3' together with two ($14 \times \frac{3}{16}$) for model 'O-4'.

I also have four 'Hep-Cat' motors one ($8 \times \frac{1}{4}$), one ($10 \times \frac{3}{16}$) and two ($16 \times \frac{1}{8}$) all about 30gm as my poor old 'Hep-Cat' is so heavy it needs catapult strength elastic to get it up in the air these days.

Army description - Rubbers, models for the use of (that's aero-models of course)

The Wakefield motors comprise four pre-tensioned motors for my freewheel 'Gipsy' & 'Jaguar' ranging from ($20 \times \frac{3}{16}$) at 75gm thro ($16 \times \frac{1}{4}$) at 80gm & 82gm to ($20 \times \frac{3}{16}$) at 90gm. Finally ($16 \times \frac{1}{4}$) at 80gm for my 'Korda' folder.

How about that lot for pointless data, you can tell I'm desperate for something to write about. I keep all the motors in plastic bags in golf ball boxes all with bobbins at both ends ready to go. The lot are stored neatly in a brief case, I may not be an ace flyer, but I am tidy. The number circled on the boxes is the strandage in 1/16ths that I use as a common denominator for cross-section comparison purposes.

There could be a problem if I forgot to take the box with me, but I do have a notice on the top of my outdoor flight box saying 'DON'T FORGET THE RUBBER'.

Back to the Timperley weekend, forecast lousy with strong winds but as my friends John and Kath Wingate were running the Saturday event Rachel, the wife, and I loaded the car and off we went. Set up shop next to Kath & John at control and somewhat foolishly decided not to chicken out this time so I entered 8oz Wakefield.

I assembled my new Gipsy and wound for the first flight. I made a pig's ear of the launch and the model was whipped round down wind and into terra

firma. I got to the model before any serious damage was done, straightened the wing and went for a second attempt. I got the launch right this time but the wing bands had put a notch in the trailing edge and the wing must have skewed back as the flight was a few tight circles culminating in second introduction to terra firm for a flight of 20.43 seconds. This being the second attempt and over 20secs the flight time stood. It was a record breaking low score that will be difficult to beat.

That was my bravery for the day completed and I decided to rest on my wilted laurels. I scoffed a pork pie, sandwich, and a cuppa then Kath announced that John Wingate had disappeared in search of his first flight in mini vintage and had gone without his mobile. This gave me an opportunity to busy myself doing something useful, so Rachel and I set off in pursuit in the car. We had a bearing so we kept on line and eventually found John's bike at the edge of the field. Shortly after our arrival John appeared but without his model. We loaded John and his bike in the car and back to base for John's personal recovery. After a bite to eat and a short respite we piled back in the car and set out for another attempt at recovery. The model was bugged but the signals were very confusing due to a valley and we must have been out there for a couple of hours, which included a rest in a clover field, before we finally located the model in a turnip field.

We got back in time for the presentation of prizes, John had assembled a large collection of prizes ranging from a photographic rocket thro' stopwatches, bottles of wine and whiskey to various modelling accessories. Kath fed John with the results and, amidst much back-chat, the hardy winners stepped forward to select their prizes from the well stocked table. It is significant to note that, despite the strong wind, no one selected the 'Kite'.

CD Gerry Ferer's event on the Sunday was a little better off for wind but it was still strong. Undaunted by the previous days debacle I entered combined rubber. I decided to use my latest 50gm model 'O-4' and, with a conservative 700 turns on the (14 x 3/16th) motor, I made a text book launch and reached a good altitude before the prop folded. There was another model launched about the same time as mine and was about 50 yards to the right of mine, as I watched, this other model started to rise in lift but my O-4 was having none of that and steadily glided down 3 seconds short of a maximum. Another one flight event but at least I had registered a proper flight. There were other failures, when I was at control Spencer Willis was there muttering about his Super Sport being like chewing gum. I've not used mine yet so I'll have to wait and see.

I spent the rest of the day watching others perform, there were a seemingly large number of Power flyers, whose rugged models were not troubled by the wind and I imagine the large size must assist in retrieval. As far as combined rubber events go I would imagine that a vintage wakefield with 100 gms of rubber on board would be the best bet, something like a big Lanzo.

I did manage to get a few pictures on the Sunday so here are the vintage ones.



Martin Pike gets his 'AJAX' away, trimmed on the day.



Brian Howell casts his diminutive Frog 'SPRITE' skyward



John Barker with '1938 Chamber Maid' & Brian Stout with a 'Flying Minutes'



Brian gives the 'FLYING MINUTES' its head

Although an old model dug out of storage by Brian, the 'Flying Minutes' was in good nick and still in trim after its respite.

The elegant model contains most of my aversions to building, streamlined circular fuselage, tapered wings, elliptical tips and spinnered propeller. The thought of myself attempting such a build sends shivers down my spine.

WALLOP WOES 2008 - By John Andrews

As you may gather from the title, Wallop 2008 was not one of my better meetings.

Below is a picture of my poor old Hep-Cat awaiting repair (*time to build a couple of new ones! - ED*).



In fairness to the model, although it is now well over weight and overpowered, I must take the blame for the failure in the small rubber comp on the Saturday.

I made an absolute pigs ear of the first flight launch, all the power burst was dissipated in a couple of hair raising circles

before she climbed to an inadequate height to record a time well short of requirements. I completed the other two flights just to satisfy myself that I could launch properly. The damage above was down to me again due to abandoning the poor old Hep-Cat on the winding jig when Rachel and I repaired to the café for lunch. On return, I found that the wind had blown over the jig and model, resulting in the need for repairs.

Sunday I set about destroying my Jaguar in my defence of the Roy Chesterton Memorial Trophy that I won last year.

I put the model together and had a quick flight to check the trim with a new motor and then wound for a comp flight. The model was in the winding jig, Rachel was steadying the model in the wind, I hooked up the motor to the prop



and secured the nose block, the Jag was ready to go. I reached round to pull out the dowel pin and 'BANG' the fuselage evaporated, a writhing fully wound motor gave Rachel a wrap on the knuckles as it shot down to the rear end.

Somehow the motor had detached itself from the prop hook, the prop will have a closed hook next time. More repair work to do, it's giving me the willies looking at all the curves but it has got to be done, the Jaguar is such an elegantly ugly model.



The next model for the chopping block was the Gipsy. Now the Jag was gone I assembled the Gipsy to attempt to record some flights in 8oz. I did not test fly as the wind was rising but, remembering its last outing with a tight circle on launch,

I tweaked a bit off the rudder trim tab. Mistake, on launch the Gipsy went aerobatic, straight up and over, half roll on descent, pull out below head height and flushed with success the model repeated the process before climbing away. I had a quick change of underpants and set off for recovery.

The model had obviously been blown over after landing and, as you can see from picture above, more repair work is on the bench for the back end, fin and tail plane. Hey Ho!



Woes to one side, Timperley club-mate Martin Pike had procured a couple of Cox 049 diesel conversion units from the States (see <http://www.mecoa.com>). The literature talks about a contra piston and 'O' ring but looking at the unit it is difficult to tell. Pete Ashmore recalls some conversion units having a diaphragm that is flexed by the compression screw and people having difficulties with this type of conversion. Martin's conversions, although not recommended for the reed

valve engines, seem to work OK.

I managed to get the motor running for the first time after Martin had worn out his flicking finger. The secret seems to be to open up the needle each time and re-tune after starting. Martin generously gifted one to me as he felt that starting was too finicky for him and he preferred the British diesels. I've run the Cox a few times since and, although not as easy to start as a Mills .75 (what is?), it works well enough for me and would probably turn a larger propeller than the glow version. Can't get the hang of the *spring* starter though.

Finally a plea for more entrants to compete in the 'Hilda Baker Tomboy Event'.

I do not always have time to seriously compete for the trophy but I would not dream of not recording at least one flight. I have flown my Tomboy every year since it was built for the inaugural event in 2000 and it sports all the stickers to prove it. I have framed my original certificate together with a photo and it takes pride of place on my workshop wall.



For the record, I did win best diesel one year with a best flight time of 7 minutes odd. However "the greatest No. of flights over 2-30" sub-division, which I foolishly started one year, is definitely not for me as my wobbly knees informed me at the time.

I see numerous Tomboys being flown at Wallop by all and sundry and Nick Farley would be delighted to see all those flyers enter the event. The rules are simple "the longest flight that lands in the field". I urge all you sport flyers to enter, if you fly your Tomboy then you might as well make it

official, its only £1 to enter and you get a nice sticker to reinforce your tissue.

Lets get back to the 100 + entry days.

TAILLESS MATTERS - By Vic Willson

Don't forget the final tailless event of the season and the final competition counting towards the tailless league for the *Halcyon Trophy*:

Oxford MFC 'Septemberfest' at Portmeadow Sunday 28th September - let's try and make this a bumper entry to finish off the season.

WAKEFIELD LEAGUE - By Vic Willson

The final league tables scores, including Middle Wallop, are as follows:

4oz

Position	Competitor	Total
1	Bob Taylor	23
2	Peter Jackson	22
3=	Mike Marshall	15
3=	John Knight	15
3=	John Wingate	15
6	John Minshull	14
7	Chris Strachan	11
8	Vic Willson	7
9	Roy Tiller	5
10=	Terry Ellison	3
10=	Chris Chapman	3
12=	R. Brownson	1
12=	John White	1

8oz

Position	Competitor	Total
1	Ron Marking	68
2	Peter Jackson	49
3	Reg Biddlecombe	46
4	Spencer Willis	41
5	David Beales	43
6	Rex Oldridge	39
7=	Mike Marshall	38
7=	Chris Chapman	38
9	S. Fielding	35
10	Mike Sanderson	34
11=	Ray Elliott	33
11=	J. Watson	33
13	Peter Brown	30

14	Vic Willson	27
15	Peter Michel	25
16	John Knight	24
17	Brian Cleasby	17
18=	Ted Tyson	15
18=	M. Hope	15
20	K. Palmer	13
21	A. Beales	11
22	Peter Tomlinson	9
23=	Tony Rushby	7
23=	Ed Bennett	7
23=	J. Lancaster	7
23=	Andrew Longhurst	7
27=	John White	5
27=	Mick Howick	5
29=	Chris Strachan	3
29=	Tony Thorn	3
29=	John Arnott	3

Congratulations to Bob Taylor on his second successive win in 4oz and to Ron Marking for winning the 8oz class. It would be nice to see some more entries in 4oz next season.

I am told that the entries were down compared with last year, but considering the very poor flying weather that has blighted most of this season the support for these classes seems to be holding up pretty well. Here's to 2009!



Impington Village College - Cambridge

Indoor flying on 26th Oct.2008 9 am to 5 pm

See August NEW Clarion for full details

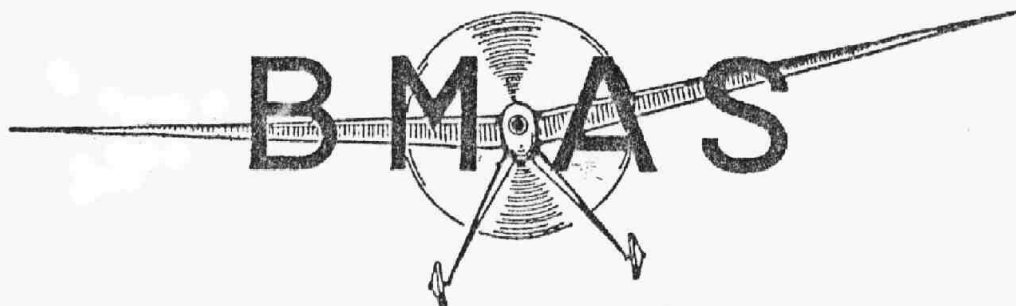
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INDOOR FLYING

TUESDAY 23rd SEPTEMBER 2008

TUESDAY 14TH OCTOBER 2008

TUESDAY 11TH NOVEMBER 2008

TUESDAY 9TH DECEMBER 2008

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD, WIMBORNE, BH21 1AS

FREE PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

DIXIELANDER CELEBRATION EVENT

50 YEARS
(1959 - 2009)

Join SAM 1066 at Middle Wallop Army Airfield on Sunday 30th August 2009 (Please note this date is provisional. Do not make travel or accommodation reservations until it is confirmed.) to celebrate 50 years of the Dixielander.

Special prizes for the top 3 Dixielanders to be presented by the designer Mr. George Fuller.

A SOCIAL TOO!

It is hoped to hold an on-field social possibly with a Hog Roast and Barbeque lunch accompanied by Jazz music. There will be an opportunity to ask George

all of those unanswered questions about the model and it's pedigree and time to mingle and reminisce with old friends over a bite to eat and a drink.

If you do want to join in, how about a celebration T-Shirt. £7.50 + £1 P&P (available in S, M, L, XL & XXL)

*UK ONLY: Buy 2 shirts and only pay postage for 1
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Worcester Indoor Free Flight

Rubber, Electric and CO2 at

***The Sports Hall, Bishops Perowne College
Merrimans Hill Road
Worcester WR3 8LE***

***Sundays 2pm till 5pm
Bmfa Insurance Mandatory,
bring your own tables and chairs***

***12 Oct 2008, - 9th Nov 2008, - 7th Dec 2008
11th Jan 2009, - 8th Feb 2009,
8th Mar 2009, - 5th Apl 2009***

details Ed Garner 01905 381579 or 07866 923674



“Septemberfest” 2008

Just like last year the Dreaming Spires Rally fell foul of the weather.... so we will be re-running the event at the end of September..

The events are as follows..

L/W Vintage Rubber

Tailless

Coupe d'Hiver

Vintage Coupe d'Hiver

Vintage and Classic Glider

R30

Vintage HLG inc Catapult

Scale

All glider events A2 Max, 50 meter towline

Sunday 28th September 2008, 10.00am

Scale event starts at 1.30

Contacts

Laurence Marks 01993 700051

Charlie Newman 01865 426129

marks_witney@btopenworld.com

SAM 35 Octoberfest 18th & 19th Oct. 2008

This will be held at Lodge Farm (near Ancaster & Barkston Heath, Lincs.). Entry to Field, 1day £3, 2days £5. Wives & under 18's free. Spectators $\frac{1}{2}$ price. All flyers must have BMFA insurance. Only vintage style models may participate. Car boot sales of model goods welcome. For further info. contact John Wingate, 01407 831383

Saturday

This will be given over to fun flying, trimming and practice for Sunday's events. Open from 9 am both days.

Sunday

In order to combine R/C and F/F, it is felt that long R/C flights, say over 3 mins. with engine running, while circling around at relatively low altitude, will not be appreciated by F/F enthusiasts who may be concentrating on their competition. Hopefully R/C sport flyers will bear this in mind.

Sunday's Events - Radio Control

1) Duration on a 30 sec engine run. I/C only. Modern Schneurle 2 strokes and 4 strokes will not be eligible. "Cut off date" Dec 60.

2) Electric powered for the Rattray Trophy (which was not awarded at the SAM Gala due to bad weather) For rules see "Wireless World" April 2007, except that initial motor run to be 60 secs (not 75 which has proved to be too long). 2 or 3 flights are to be flown, which will not need to be in specific time slots.

3) Flying 3's

N.B. Tomboy 3's are eligible for this event. 3 cc of fuel of course.

4) Small "Scale" Concours

There will be prizes for the best diesel scale models. Max engine size 1.5 cc. This event will be open to F/F or R/C models, originally designed before Jan 71. A qualifying flight must be made, minimum 30 secs for F/F, minimum 60 secs for R/C. Some attention will be paid to this flight and must be seen by the judge. A second attempt will be allowed. B.O.M. rule applies for this event.

Free Flight (see also (4) above)

1) Open vintage rubber (cut off Dec 50 Jan 51 mags. allowed) but max rubber weight 50 grms.

2) Combined Cruiser Pups & Condor Clipper. The Pups score will be doubled. The max to be decided on the day.

3) Cloud Tramp

4) Small vintage rubber. 25" max span usual rules max 8" dia F/W prop.

Note: Veron Fledgling scores will be reduced by 25%

5) Vintage Gliders below A2 size. 75m line (cut off Dec 50, unless an A1 when up to Dec 60.)

6) I/C Power Duration for vintage models with plain bearing diesel motors up to & inc. 1.5c.c. Engine run probably 12 secs. but may be reduced. Cut off date: Dec. 1955.

7) Bowden type precision power - only flight times to count. Hand launch.

8) Earl Stahl rubber scale models. Decision on format is to be made on the day.

Forthcoming Events 2008

with competitions for Vintage and/or Classic models

<u>Date</u>	<u>Venue</u>	<u>Event</u>
<u>14th September</u>	<u>BMFA Area venues</u>	<u>5th Area Competitions</u>
<u>21st September</u>	<u>Middle Wallop</u>	<u>Fun-Fly and Trimming</u>
<u>28th September</u>	<u>Portmeadow</u>	<u>Septemberfest</u> See separate announcement, in this newsletter, for details
<u>5th October</u>	<u>BMFA Area venues</u>	<u>6th Area Competitions</u>
<u>12th October</u>	<u>Middle Wallop</u>	<u>Fun-Fly and Trimming</u>
<u>18th/19th October</u>	<u>Lodge Farm</u>	<u>Various RC and FF events</u> See separate announcement in this newsletter, for details
<u>2nd November</u> <u>(includes Mini-Vintage)</u>	<u>North Luffenham</u>	<u>Midland Gala</u>
<u>30th November</u>	<u>Middle Wallop</u>	<u>Coupe Europa</u>

Please check before travelling to any of these events. Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the website — WWW.SAM1066.ORG

For up-to-date details of all BMFA Free Flight events check the website — WWW.FREEFLIGHTUK.ORG or WWW.BMFA.ORG

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — WWW.SAM35.ORG